WEBSTER'S DICTIONARY.
SIX DOLLARS ONLY.
AT
The Hongkong Telegraph, Office.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 898. 光緒二十四年四月三日 TUESDAY, MAY 10, 1898. 二拜禮 號十月五英港香 THIRTY DOLLARS PER ANNUM.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.

DODWELL, CARLILL & Co., *General Agents.*

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISH 1880

SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 9,000,000
RESERVE FUND 6,660,000

Head Office:—YOKOHAMA.

Branches and Agencies.

KOBE	NEW YORK
LONDON	LYONS
SAN FRANCISCO	HONOLULU
BOMBAY	SHANGHAI

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD. PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the daily balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 11th March, 1898. [382

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 2nd June, 1897. [31

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Paid up Capital£ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq.
J. T. Lauts, Esq. | ChowTung Shang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.

Hongkong, 30th November, 1897. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 8,000,000
RESERVE LIABILITY OF PROPTORS...$10,000,000

COURT OF DIRECTORS:
Hon. J. J. BELL-IRVING,—Chairman.
R. M. GRAY,—Deputy Chairman.
C. Beurmann, Esq. | A. I. Raymond, Esq.
G. B. Dodwell, Esq. | R. L. Richardson, Esq.
David Gubbay, Esq. | P. Sachse, Esq.
A. Haupt, Esq. | R. Shewan, Esq.
A. McConachie, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent, per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 4th May, 1898. [6

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

THE MICASTOS FACTORY.

Mr. C. HOLDSWORTH,
Superintendent at Works,
Sawkiwan Road,
Hongkong.

THE GENERAL MANAGERS are prepared to enter into contracts for covering boilers and steam pipes with either Mica or Asbestos Compositions at the following quotations:—
55 cts. per superficial square foot for boilers.
65 " " steam pipes.
Exposed Steam Pipes needing extra wrapping and Canvas and tar dressing will be treated with the above Compositions at $1.05 per superficial square foot.
A Stock of the Compositions is kept ready for sale packed in 6 cwt. casks. Price for ton lots $100 per ton F.O.B. or in smaller quantities at $6 per cwt. F.O.B.
All works will be under the personal supervision of Mr. Holdsworth and all orders must be sent through the undersigned.

SHEWAN, TOMES, & CO.,
General Managers.

Hongkong, 12th March, 1898. [240

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	*Java**	J. Chellew, R.N.R.	About 14th May	Freight or Passage.
SHANGHAI	*Parramatta*	C. F. Preston, R.N.R.	About 14th May	Freight or Passage.
LONDON	*Formosa*	A. G. Cubitt, R.N.R.	About 14th May	Freight or Passage.
LONDON, &c.	*Coromandel.*†	F. N. Tillard	Noon, 14th May	Freight or Passage.
JAPAN, &c.	*Rohilla**	S. de B. Lockyer, R.N.R.	Daylight, 15th May.	Freight or Passage.
LONDON	*Candia*	G. K. Wright, R.N.R.	About 19th May	Freight only.

*(Passing through the Inland Sea). †(See Special Advertisement).

For Further Particulars apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 9th May, 1898. [5

CURRY

AT THE HONGKONG HOTEL.

TRY THE

CLUB.

THIS FINE OLD SCOTCH WHISKY has been before the public for over two years and the steadily increasing sale proves that the BEST AT THE PRICE will always succeed.
This Whisky is imported direct from the Distillers and bottled here, so all intermediate profits are saved.
It is the best Whisky at the price on the market. If you are a judge try it yourself, if not take it on our recommendation and you will not regret it.

PRICE $12 per dozen.

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 18, QUEEN'S ROAD CENTRAL.

Hongkong, 16th May, 1898 [20

THE
CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.
The Company's Steam-launch attends the arrival and departure of all Mail Steamers.
Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager,

Yokohama, 1st October, 1897. [36

FROM
"IRISH DAILY INDEPENDENT."
FEBRUARY 24th, 1898.

"There is to be a new Irish invasion of the House of Commons. So many people have of late demanded Sir JOHN POWER & CO'S IRISH WHISKEY, that the Kitchen Committee have, I am given to understand, made up their minds that the sale of spirituous liquors in the Palace of Westminster (unlicensed) is to be increased by the illegal supply of popular measures of that well-known Dublin brand. The agitation for the inclusion of Power's Whiskey in the lists of liquors supplied at the House bars was, I may mention, started so far back as the beginning of last session. It was purely a matter of taste not of trade, and up to the present date Sir JOHN POWER & Co. were in blank ignorance of the whole affair."

TELEPHONE 75.

CALDBECK, MACGREGOR & Co.,
Sole Agents for
POWER'S IRISH WHISKEY.

15]

W. POWELL & CO.

NEW STOCK OF
GENTLEMEN'S STRAW HATS.
WHITE AND COLOURED.

Hongkong, 7th May, 1898. [27

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY. LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quantities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER.

27] DODWELL CARLILL & Co., General Agents.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, Commanding Magnificent View of the City and Harbour, the Mainland of China, and numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-East winds in winter.
Well appointed rooms, attentive service and excellent Cuisine.

J. MARCESSE, *Chef de Cuisine.* GEO. J. CASANOVA, *Manager.*

CRAIGIEBURN will be open on June 1st for terms apply to MANAGER, PEAK HOTEL.

CITY OFFICE, No. 7, Duddell Street. [28

DON'T BE BLIND

TO YOUR OWN INTERESTS

BUT FREELY USE

"ESSETS" FLUID

A PERFECT DISINFECTING FLUID (NON-POISONOUS).

MORE POWERFUL THAN PURE CARBOLIC ACID.

A SURE PREVENTIVE OF ALL KINDS OF CONTAGIOUS DISEASES.

IS A MOST POWERFUL INSECTICIDE, GERMICIDE, AND DISINFECTANT.

Sole Agents: WATKINS & CO. [14

W. BREWER & CO.

INDIAN CIGARS.

STILL THE SAME PRICE

JAVAS No. 1 $2.25 per 100
$20 per 1,000
A REALLY FINE SMOKE.

Under Hongkong Hotel,
Hongkong, 7th May, 1898. [16

CHAMPAGNE.	1 doz. quarts.	2 doz. pints.
G. H. MUMM & Co.	$35.50	$37.50
WHISKY.	**1 doz. bottle.**	
DEWAR'S "IMPERIAL INSTITUTE"	$10.50	
MCCREADIE'S "SPECIALLY SELECTED"	10.50	
PORT WINE.	**1 doz. bottle.**	
GUEDES "3 GRAPE" BRAND	$24.00	

SHEWAN, TOMES & Co.,
Agents.
Praya Central.

32]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23]

THE GREEN ISLAND CEMENT CO., LIMITED.

NOTICE IS HEREBY GIVEN that under the powers conferred by the Special Resolution passed and confirmed on the 5th and 25th days of June, 1897, the undersigned General Managers did on the 30th day of April, 1898, make a call of $2.50 per share on account of the price of the new shares, issued in pursuance of such resolution, and a call of $2.50 on account of the premium for each such share and that such calls are PAYABLE at the OFFICE of the General Managers, No. 9, Praya Central, *Victoria*, Hongkong, on or before the 31st May, 1898.
Upon Payment of such calls and production of the certificates for the shares, in respect of which the sums are paid, a note of the payment will be indorsed on the certificates.
Dated the 2nd day of May, 1898.

SHEWAN, TOMES & CO.,
General Managers.

59]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of TWENTY per cent upon contributions for the year 1897 has been Declared.
WARRANTS will be issued on the 9th May.
By order of the Board.

N. J. EDE,
Secretary.

Hongkong, 20th April, 1898. [551

HONGKONG CLUB.

NOTICE.

APPLICATIONS for the post of STEWARD to the above CLUB will be received by the Undersigned.

C. H. GRACE,
Secretary.

Hongkong, 31st March, 1898. [450

WANTED Immediately PROBATIONER NURSE at the GOVERNMENT CIVIL HOSPITAL, Hongkong, aged from 18 to 25 years. A Knowledge of English is essential. Further particulars as to agreements, salaries, &c. can be obtained of the

MATRON.

Hongkong, 21st April, 1898. [554

NOTICE TO AMERICAN CITIZENS.

AMERICAN CITIZENS residing in the CONSULAR DISTRICT of CANTON, which includes SANSHUI, WUCHOW, MACAO, SWATOW, HOIHOW and PAKHOI, are REQUESTED to REGISTER at the Consulate either personally or by certificate setting forth the date and place of birth and last residence in the United States.
The advantages of registration are obvious and may prove of value in time of need.
There is no fee or charge for registration.

EDWARD BEDLOE,
U.S. Consul.

United States Consulate,
CANTON, China, 1st February, 1898. [390

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [18

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 13th December, 1895. [29

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [30

Hotels.

THE KOWLOON HOTEL is now refitted and reopened as a thoroughly HIGH-CLASS HOTEL, with everything of the very best, Splendid Suburban Situation, Unrivalled in the Colony. Cuisine a Specialty; none to compare. Liquors of carefully selected quality. Billiard-tables and Bowling-alleys excellent.

J. W. OSBORNE,
Proprietor.

April 2nd, 1898. [485

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN
AT
THOMAS'S GRILL ROOMS.

WHATS' THE MATTER WITH THIS TARIFF:—

BREAKFAST		$ 0.55
TIFFIN		0.75
DINNER		1.00
3 MEALS DAILY (Monthly Rate)		40.00
1 TIFFIN	"	15.00
1 DINNER	"	20.00
TIFFIN & DINNER	"	30.00
BREAKFAST & TIFFIN	"	25.00
BREAKFAST & DINNER	"	28.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD,
Manager.

37]

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families and for Monthly or Extended Periods.
BILLIARDS.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895. [21

To be Let.

TO LET.

COAL GODOWNS, PRAYA EAST.
GODOWN in BLUE BUILDINGS.
FLOORS in STAUNTON and ELGIN STREETS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 2nd May, 1898. [12

TO LET.

NO. 3, STEWART TERRACE, with Immediate Possession.
Apply to
J. W. NOBLE.

Hongkong, 30th April, 1898. [585

TO LET.

THREE ROOMS on 2ND FLOOR No. 8, Queen's Road Central, Suitable for OFFICE, Rent Moderate.
Apply to
Mr. SUI SANG,
On the premises.

Hongkong, 7th March, 1898. [247

PHRENOLOGY AND SCIENTIFIC PALMISTRY.

MRS. JOSEPHA NORTH Phrenologist and Scientific Palmist, has returned to Hongkong FOR A SHORT SEASON ONLY. Consultations daily (between 10 A.M. and 6 P.M.) at GLENEALY BUILDINGS (Miss GILLAUDERS).
Advice in Business, Health, and Marriage Events, Faults and "At Homes" attended.
Mrs. NORTH can also be seen in the Evening after Dinner.

W. S. GIVEN,
Manager.

Hongkong, 9th May, 1898. [605

To-day's Advertisements.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 10th May, 1898. [613

NOTICE.

DURING my temporary absence, Mr. AHMED JOSEPH will sign the name of C. ABDOOLA & Co.
C. ABDOOLA & CO.
Hongkong, 10th May, 1898. [612

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI.
THE Company's Steamship
"SUNGKIANG,"
Captain Rendle, will be despatched as above TO-MORROW, the 11th instant at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th May, 1898. [610

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
THE Company's Steamship
"NANCHANG,"
Captain Finlayson, will be despatched as above on WEDNESDAY, the 18th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th May, 1898. [611

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.
THE Company's Steamship
"KALGAN,"
Captain Bennet, will be despatched as above on WEDNESDAY, the 18th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th May, 1898. [6 4

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES and for Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong 1st March, 1897. [30

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [24

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [16

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRE'S BICYCLES—PRICE...$185.
A special reliable Watch made for this Climate
Quality A.....$16
Quality B.....$12
10, *QUEEN'S ROAD CENTRAL*,
41] Opposite the Telegraph Office.

THE LEADING CATERERS.

COMPARE OUR
MENU, BILLIARD TABLES and LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [39

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all copies intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a stated period will be continued until countermanded.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be heard on application.

The Hongkong Telegraph's complete at the Telephone Central Exchange is No. 1. Telegraphic address:—"Telegraph," Hongkong.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.
PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.
SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.
CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.
BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.
WHISKY.—All our Whisky is of excellent quality and of greater age than most brand, in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 8th December, 1897. [7

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 10, 1898.

PERFIDIOUS ALBION AND THE MONROE DOCTRINE.

Our French friends have discovered that the Monroe Doctrine, which is so obnoxious to some of the European powers, is solely the work of perfidious Albion. The historical watchword, "blood is thicker than water," is going to get us into trouble. Our own iniquities are bad enough, but we are going to have those of our American cousins laid on our shoulders as well. By and by we shall be blamed also for the McKINLEY tariff, the Spoils system, and all the other characteristic features of the great American nation. The *Avenir du Tonkin* reprints from a Parisian paper a fierce tirade against the Monroe Doctrine. The French writer says that, beginning with the vindication of the complete independence of the United States from all European interference, the next step now in progress is to drive out European influence from the whole American continent. "After Cuba, Canada will follow, then Guadeloupe and Martinique and all the rest. The Cuban question is merely an excuse for a policy of aggression towards all European powers having interests in the western hemisphere. Therefore, England ought to be the very first to come to the help of Spain and to forcibly resist an odious application of the Monroe Doctrine in Cuba and to assert, in opposition to the United States, the solidarity of European interests in the principle involved in the Cuban question."

Our own interpretation of this is that some of the European powers would like to take up arms in defence of Spain but fear to do so as long as Britain is on the other side. The Paris writer continues "It is England that has instigated this Doctrine from the first and Europe is indebted for the birth of the Monroe Doctrine to the egotism and eternal perfidies of England. By her conduct in the past we may judge how she will be opposed to the interests of the rest of Europe if she finds it profits her to oppose them." The article goes on to recount how, after the fall of Napoleon, the "Holy Alliance" of European monarchies set to work to wipe republicanism off the face of the earth. This movement resulted in the restoration of a monarchy in France, which in turn caused the crushing of the newly-born republic in Spain. England stood out of this so-called "holy alliance" of monarchism against republicanism, and was afterwards seized with a sudden fear that the powers of Europe were going to give even more assistance than had already been given to Spain, and that the last Spanish colonies in South America were going to be reconquered and restored to Spain. "This would injure British trade enormously and the calculating British statesmen resolved to resolutely oppose any such idea. The first step towards preventing the rehabilitation of the great Spanish Empire was to make a tool of the American Republic by the introduction of the Monroe Doctrine."

It is a curiously paradoxical argument and a little difficult to follow. Here was one movement towards freedom, namely the republics of France, United States and Spain, on the other side was a monarchist movement chiefly anti-French and anti-American. England was neutral, as far as we can understand our French friend's logic, but later the despotic influences of the European powers threatened to extinguish British trade in Spanish America. Therefore, Britain made a tool of the American republicanism to counteract European monarchism and to break up European commercial competition. It will interest our American cousins to learn that they have been used as a catspaw by the Britishers. Excluding this little detail it may fairly be admitted that the influence of the European powers is on the whole inimical to British trade and it may be also admitted that we would gladly enlist the sympathy of any commercial power that is willing to favour open markets: As to the terms "catspaw," "perfidious" and so on, they are immaterial. Now, to get down to the circumstantial part of this interesting French discovery about the Monroe Doctrine being an English invention. "In August, 1823, Mr. CANNING, British Minister of Foreign Affairs, proposed to Mr. RUSH, American Minister to Britain, to unite in declaring to the European monarchists' Holy Alliance the determination of Great Britain and the United States to resist all projects or plans tending directly or indirectly to restore the Spanish-American republics to Spanish domination or to allow them to fall under the control of any European nation." That may or may not be true; if it is true we have nothing to be ashamed of nor anything to repudiate. The French may put it down to whatever motives they like. We must must never expect any action of ours to be attributed to any laudable motive. The French writer goes on to make a statement which is remarkably significant and which we can endorse strongly—"Such a declaration, made by Great Britain and the United States simultaneously, would in itself impress the European powers' Holy Alliance" with wholesome fear of any war in which they would be combined against the Naval forces of the two greatest maritime powers of the world, and consequently the declaration would compel the abandonment of any idea of armed intervention for the restoration of Spanish rule on the American continent." The rest of the article is unimportant but somewhat amusing in its abusiveness of the two Anglo-Saxon nations.

Under the heading "Corsairs," the *Independance Tonkinoise* says:—"Reading to-day's Havas telegrams it is impossible to believe that this is the end of the nineteenth century, a century of light and civilisation. The ancient nations of Europe must have been weak not to raise their voice and prevent the commission of the act of brigandage by the Yankees. Covering themselves with a hypocritical mask the United States undertake a war ostensibly in defence of the principles of humanity and civilisation. In face of the British, Russian, and French fleets they go and seize the Philippines and no nation tries to bring Messieurs les Americans to reason. It is well to be diplomats, but this may cost us dear if carried too far. The partition of China is coveted by four nations. The dismemberment is all traced out on paper, and this is the motive of our *status quo* at this moment. We are in the wrong. When the Americans have taken Manila they will want their share of the Celestial Empire cake, and as appetite comes by eating we may find we have messmates a little too greedy. The Americans are too practical a people not to try to seize within a short time all the colonies of the Antilles; and they would be right, since no nation tries to stop their acts of piracy.

"Poor Spain! She is learning now what it costs to have colonies directed by an army of functionaries and by a retrograde administration. For not having allowed the colonies to administer themselves she is going to lose Cuba and Manila, which ought to serve us for a lesson. Let France note well that a similar fate is in store for her oversea possessions if she follows the system hitherto in force.

"Let us make an appeal to Europe that, at last aroused to indignation, she will not allow America to continue a war waged in violation of the principles of the most simple equity. Was not the principle of our alliance with Russia the maintenance of peace? Why not intervene? This famous alliance, is its only result to be the absorption of milliards of Russian titles by French capitalists? We hope not, and—we wait."

TELEGRAMS.

("HONGKONG TELEGRAPH" SPECIAL.)

RUSSIA'S IDEA OF FREE PORTS.

TIENTSIN, May 9th.

The Russian Consul here notifies that all foreigners, before visiting Port Arthur or Talienwan, must have their passports *visé* at a Russian Consulate.

THE TRANSFER OF WEI-HAI-WEI.

The British fleet has left Chefoo for Wei-hai-wei, for the formal transfer of the port from Japan to Britain.

SHIPWRECK ON THE SHANTUNG COAST.

A large three-masted steamship is reported badly ashore near the South East Promontory, Shantung.

SERIOUS RIOTING IN THE UPPER YANGTSE VALLEY.

Serious rioting has occurred at Shasi, in Hupeh Province, above Hankow. The British Consulate, the I. M. Custom-house, the Commissioner's house, Messrs. Jardine Matheson and Company's and the China Merchants' establishments have all been burnt.

REUTER'S MESSAGE.

RIOTS IN ITALY.

LONDON, May 8th.

Riots in Italy which have recently occurred are increasing in gravity, notably in Pavia Florence and Leghorn. It is believed that they are chiefly political. Serious conflicts have taken place between the people and the troops. The streets in Milan are barricaded with overturned tram cars and furniture.

CHINA AND JAPAN—FINAL PAYMENT OF THE INDEMNITY.

The whole indemnity has been paid into the Japanese account at the Bank of England.

RESULT OF THE JUBILEE STAKES.

1 Diana Forget.
2 Bridegroom.
3 Minstrel.

THE PLAGUE.

Two European soldiers suffering from plague have been removed to the Kennedytown Hospital.

Owing to many cases occurring at Yau-ma-ti, it has been put out of the bounds for the Hongkong Regiment.

Rumours have been current to-day of several Europeans having been attacked with plague but we have not been able to get confirmation of same.

During the 24 hours up to noon, 9th May, 27 new cases and 12 deaths from plague were reported, making the total since 1st January (129 days) 919 cases and 742 deaths.

LOCAL AND GENERAL.

FOR wasting water a Chinaman was to-day fined $5 or twenty-one days.

P.C. McVICAR charged three women at the Police Court to-day for erecting cookiofs after being warned against doing so. They were fined $15 each.

THE following notification appears in the *Gazette* (London):—The Hongkong Regiment.—Captain W. R. Little, I.S.C., to be Wing Commander and Second in Command, *vice* Major J. M. A. Retallick, I.S.C., appointed Commandant.

THE Bishop of Macao has issued a circular recommending that public prayers be said in the churches of Macao and Taipa on three consecutive days for the abatement of the plague, and that Mondays be observed as days of abstinence during the continuance of the epidemic.

A SWIMMING club is now being formed in Kowloon, we understand, a particular feature of which is to be the providing of adequate bathing accommodation for ladies and children. The names of those desirous of joining may be sent to Mr. H. Kennett, 1 Lyeemoon Villas, Kowloon.

WE understand that the Japanese warship *Naniwa*, at present in port, is to await the arrival of another Japanese cruiser shortly expected from Manila and will then leave to look after Japanese interests in the Philippines. It is reported that a third Japanese cruiser will shortly arrive here, from Formosa.

WE are not throwing bouquets at ourselves but the way in which the *Hongkong Telegraph* is "collared" in hotel bars and canteens and messes speaks well for its popularity. Our advice to all the aggrieved ones is to go in for a dozen copies. It will come cheapest in the long run and will prevent a lot of trouble.

A SAD bathing fatality occurred in the harbour on Sunday afternoon. The men of the *Swift* were bathing when a sailor named McCartney was seen to throw up his arms and suddenly disappear. Every possible step was taken but to no avail. It is supposed that the poor fellow got the cramp. The body was subsequently recovered.

BY order of His Excellency the Officer Administering the Government, a lot of ground and situate in Wongneichong road (east of the Race Course) was yesterday afternoon, offered for sale by auction for a term of 999 years. The lot contains 1,000 square feet, the annual rent is $40, and $1,000 was the upset price. The lot was sold to a Chinaman for $1,820.

MR. A. G. Romano, Consul General for Portugal at this port, courteously informs us that the festivities of the Portuguese community of this Colony in commemoration of the fourth centenary of the discovery of the new route to India by Vasco da Gama, which were to take place at the Club Lusitano on the 17th and 18th inst., have been postponed *sine die*.

THE following appointment has been made at the Admiralty:—Commander C. D. Granville, to the *Centurion*, to date April 4th.

AT noon yesterday Messrs. Hughes and Hough offered for sale by auction H.M.S. *Victor Emmanuel* as she lay in the harbour, with the exception of the anchors, mooring gear, boats, and boat gear. The bidding was started at $10,000, and the price quickly rose to $45,000 and she was knocked down to a Chinaman for $46,000 There was a large attendance.

THE CAINE ROAD MURDER.

A TERRIBLE LOCAL TRAGEDY.

One of the most shocking tragedies that Hongkong has known for a long time past took place near West, Terrace, Caine Road, at about 6.30 p.m. yesterday when Mr. F. de Xavier Jesus, in the employ of Cottam & Co., of Pedder Street, was shot and killed by J. M. Osorio, of the Hongkong Dock Co. Jesus who was 30 years of age and married, lived at No. 2, West Terrace and just as he was about to enter his residence after completing his work for the day he seems to have been attacked by the assassin. A neighbour heard the report of firearms and leaving his house he found Mr. Jesus lying in a chair. He had four bullet wounds in the body from which blood was flowing. A doctor was called but the wounded man was beyond all human aid. In the presence of his wife he said "I cannot do any more," and breathed his last breath. The body was subsequently conveyed to the Mortuary and in the meantime Osorio was arrested, near the Italian Convent with a revolver in his hand. He had before been seen leaving the house of deceased and an Indian constable took him to the Central Police station.

Osorio was shortly to have been married and he and his *fiancee* resided with Mr. Jesus and his family. The marriage was to have taken place on the 28th inst. and the notice thereof was posted on the Supreme Court door. The engaged pair do not appear to have agreed very well and disputes were frequent, one taking place yesterday afternoon, Osorio seems to have had the idea that Jesus was the cause of the trouble between himself and his inamorata. He is said to have fired four shots at deceased, each taking effect in the body, two being in the region of the heart. Jesus managed to get into his house where he expired.

The deceased had been for about 10 years in the employ of the Hongkong Trading Co. and Cottam & Co., and all who met him in business or socially were taken with his courteous manners, his cheerful temperament and obliging disposition. Speaking from personal experience we should say that he would be the last man to deliberately make an enemy or offend anyone. In the Portuguese Club de Recreio Mr. Jesus was a prominent figure and his sad death is sincerely mourned by many friends. To the widow we offer our condolences in her terrible bereavement.

A representative of the *Hongkong Telegraph* to-day saw a sister of the murdered man and she informed him that, although she lived in the house with both parties she knew of nothing that could reasonably be attributed as a cause for the tragedy. Mr Jesus was the sole support of his mother and sister, besides his wife, and the poor creatures, as may be imagined, are crushed with woe at the sad calamity that came so suddenly upon them.

Conversing with some Portuguese gentlemen who knew Osorio, a reporter of this paper to-day was told that as a small boy in Macao he had displayed incontrollable fits of temper and had at times acted most violently towards his schoolmaster. Fits of repentance followed these attacks and he was then remarkably well behaved. When brought to the Station last night he was quite subdued in demeanour and to-day at the Police Court he looked quite dishevelled, and presented anything but the smart appearance that usually characterised him.

We learn from the police who first saw the body that any one of the four shots would have proved fatal. There were two right over the left nipple and two a little lower down in the centre of the body. The wounds were so close together that they could almost have been covered with the palm of one's hand.

Osorio was brought before the Magistrate this morning and charged with wilful murder and pleaded not guilty. Mr. Almada (of Messrs. Wilkinson and Grist) appeared for the defence. Indian constable No. 631 gave evidence as to arresting prisoner at the junction of Caine Road and Old Bailey Street at 6.30 last night, and the case was remanded, at the request of the defence, till Thursday afternoon.

SHANGHAI RACES.

SECOND DAY.

The CHU-KA-ZA CUP, Half-a-mile.
Mr. Hampton's Ariel, 11st. 3lbs. ...Mr. Dallas 1
Mr. Cymrae's Merlin, 11st. 4lbs. Mr. Chisholm 2
Mr. Oswald's Ravelston, 11st. 4lbs...Mr. Read 3

The SHANGHAI DERBY, One mile and a half.
Messrs. Middy & Falk's Forest King, 11st. 4lbs Mr. Machado 1
Mr. Glendaye's Scotsman, 10st. 12lbs. Mr. Master 2
Mr. Hopeful's Shannon, 11st. 4lbs.....Mr. W. W. Cox 3

The LADIES' PURSE. One mile and a quarter.
Mr. Four Stars' New Moon, 10st 5lbs Mr. Crawford 1
Mr. Glendaye's Cairngorm, 11st 1lb Mr. Master 2
Mr. Hopeful's Yenesei, 10.t 0lb Mr. W. W. Cox 3

The RACE CLUB CUP. Two miles.
Mr. Tess Bailey's Tyne (late Lankat), 11st 4lbs Mr. W. W. Cox 1
Mr. Charley's Spartan, 11st 7lbs Mr. Midwood 2
Mr. St. Mathew's Welch, 10st 4lbs Mr. Chisholm 3

The CONCORDIA CUP. One mile and a half.
Mr. Marius' Corona, 11st. 1lb...Mr. Meyerink 1
Mr. Four Stars' Southern Cross, 11st. 4lbs....Mr. Crawford 2
Mr. Hopeful's Yangtsze, 11st. 4lbs Mr. W. W. Cox 3

The MONGOLIAN CUP. One mile and quarter.
Mr. Donar's Bill, 11st 9lbs.....Mr. Dallas 1
Capt. Hope's Last Hope, 11st 4lbs. Mr. Chisholm 2
Mr. Freddy's Giddy Kipper, 11st 6 lbs. Mr. Cumming 3

The SPRING CUP. One mile.
Mr. Ring's Sirius, 11st 1lb Mr. Meyerink 1
Mr. Freddy's Memo, 11st 11lb...Mr. Cumming 2
Mr. Buxey's Hedge Rose, 11st 4lb.....Mr. Wuillemenier 3

The SHANGHAI STAKES. One mile and a half.
Mr. Freddy's Summis, 11st 7lb Mr. Cumming 1
Mr. Ring's Invader, 11st 2lb.....Mr. Dallas 2
Mr. Hopeful's Amazon, 11st 4lbs Mr. W. W. Cox 3

Time, 3 mins. 15½ secs.

The SCURRY STAKES. Three-quarters of a mile.
Mr. Black's Bugler, 10st 9lbs...Mr. Chisholm 1
Mr. Edmund's Impulse, 11st 1lb.....Mr. Wuillemenier 2
Mr. Tin Wo's Onaploy, 11st 1lb Mr. M. Jones 3
Time, 1 min. 30/35 sec.—*Mercury*.

REVIEWS.

We have received a copy of *Export Trade*, a German journal published in a sort of English—the sort that is best described by the phrase "made in Germany," for it is an impudent imitation of the real thing The cover of the journal has a notification in large type, which we reproduce exactly as it stands, to show what the publication is like:—

"This German journal purposes to make known the German industry to the world's market abroad, and to prove the capacity of the German industry, contrary to the false statements made by the Englishmen, who can see their star sinking. The German industry stands in every way as high as the times demand, and is capable to compete with the industry of any other civilised country.

"Our aim is to show this plainly, and we invite all to take notice of, and to read this journal.

Export Trade is forwarded alternately without cost. The subscription price for receiving the Journal regularly is M. 6—p. a. payable in advance. For payments we take money from all countries at day course."

The mere publication of such a thing defeats its own object; English readers (for whom, presumably, the journal is intended, since it is written in broken English) are not likely to feel pleased at being abused as a commencement. Perhaps our star is sinking, and perhaps we do tell lies about it, as this courteous and inviting instrument of commerce alleges; but to fling such a challenge in our faces is not the way to make us the more eager to transfer the poor remnant of our trade to German firms. The first article in the journal is a spiteful and ill-natured attack on the English and their trade. Scotland is altogether ignored—a deadly insult again!

There is no question of nationality in real commercial life. Trade is the greatest and only reliable equaliser of race. A business man who knows his business studies the art of getting the best value for his money, and it is all the same to him where he gets it. The British Government buys its goods in Germany if Germany can turn them out cheaper than Britain and equally good. It does not help a British manufacturer to plead patriotism if he does not supply value for money. And, in many cases, the British manufacturer is driven out of the market because he supplies too good a quality, better than is really wanted. A Webley "Mark I." revolver, with every piece bearing a test-mark to show that it has resisted a severe strain, costs more than a cast-iron gaspipe contraption with a trigger and a touch-hole shoved in anyhow. But the masses, the ignorant multitudes, can afford to buy the latter weapon and are satisfied with it; the Webley has consequently a smaller sale. An English piano by a good maker will last a lifetime; German pianos come within the reach of larger numbers of less affluent people. It is not so with everything; there are some German articles which are really good. But their English is a cheap variety, if we are to judge by the specimen before us. It is extremely funny.

The article entitled "Germany's supremacy in the world's commerce and England's jealousy" is interesting, by reason of the ignorance therein displayed. It says Englishmen's "ill-humour has reached the highest limit caused by the action of Germany in China for the purpose of securing more markets in transatlantic countries for their export trade." What China has to do with Transatlantic countries we fail to see; but perhaps it is the subtlety of German tactics. The article goes on to say "the outcome will probably be a war, to decide which market will remain open to us" (to the Germans). Well, isn't Hongkong open enough to the Germans already? If they are not satisfied with the freedom they get here, why in the name of reason don't they all emigrate to Kiaochow? The Germans who know anything of British markets prefer them to German markets; the writer in this German journal knows nothing. He wants a war; let him ask the opinions of the people on his warships. He wants open markets; let him find any German market that is as open as ours.

He asks "who will blame Germany, if we without adventurer politics" [whatever that may mean] "are desirious to gain new markets for our wares, where the interests of other nations are in no way endangered?" Nobody will blame, certainly. It is time, indeed, that the Germans should do their share in opening new markets; they have hitherto been far too prone to let the "haughty and superior manner English" do all the hard work of opening markets, which the "capable and diligent German merchant, who to-day has gained his place in the harbours of East Asia," usually collars after the path has been nicely smoothed for him by the British. We applaud the sentiments of the German writer. But the gentleman's next remark is untrue. It is a gross falsehood, a malicious libel. He says "On the borders of China are watching already Russia and Japan, England and France, and tear, then, with cunningness and then with force, pieces from this country." The gentleman perverts the truth, and honesty is not in his sayings. Britain has had dealings with China for many generations, and owns less of her territory than the hare-brained upstart colonists who have made the latest and most barefaced theft. The gentleman further wanders from the truth when he says that "In 1842 England surprised China with a fictitious reason for war, and annexed for herself the valuable seaport and City of Hongkong." Such a startling misstatement raises a doubt whether its author is more knave or fool. Britain annexed a bare, bleak, brown lump of granite, and transformed it as no other country ever transformed such a rock, into the most valuable city East of Calcutta. There was no city on the island in 1842; the seaport was used by a dozen fishermen or so. If the Germans can effect such a transformation, we pray they will hasten and get to work doing it, instead of vilifying us for our foolish generosity to them. They would do more good to the world by creating another Hongkong than by abusing our hospitality to them here. "Fictitious reason for war," indeed! There has been no fiction about the present Mailed Fist expedition! It would enlarge the German writer's mind if he could go through the experience of the infamous Yeh's victims.

There is a beautiful touch of grim Teutonic humour—the richer because it is unintentional—in this little gem culled from the journal before us:—

"Germany does not only own the greatest number of the largest ships, but they are also mostly built in Germany. Repeatedly it has been proposed to arrange a swimming German exhibition, to sail from port to port throughout the whole world, for the purpose of bringing the capabilities of the German industry before the eyes of other nations in a penetrating manner."

Deutschland, Deutschland uber 'alles! The flagship *Deutschland*, "is a swimming German exhibition!" she was built in England so many decades ago that she is decayed from sheer old age, and still she is the best battleship Germany could spare to bring Prince Henry and his mailed fist. "from port to port throughout the whole world." She was all right years ago; but the world has gone round many

times since then, and it is high time the ancient hulk should be given a rest.

However, it is unfair to treat *Export Trade* too seriously. It is immensely amusing in its exhibitions of "English as she was spoke," especially the advertisements, some of which we might reproduce for their quaintness if they were not so utterly indecent.

PROFESSOR CHAMBERLAIN AND THE BRITISH TREATY.

Professor B. H. Chamberlain has recently published a new edition of well-known work *Things Japanese*. One of the few new features in the book is a severe criticism of the revised Anglo Japanese Treaty. The author remarks that in 1894, the Radical English Ministry of the hour was led to consent to a new treaty, clamoured for by the Japanese, based on the principle described as

"the fault of the Dutch,

That of giving too little, and taking too much."

Whereby "explicitly, or else implicitly by the recognition of her legal codes (some of which had not even been published at that date!), Japan obtained the abolition of extra-territoriality, full jurisdiction over British subjects, the right to fix her own import dues, the monopoly of the coasting trade, and the exclusion of British subjects from the purchase of land, or even from the leasing of land for agricultural or mining purposes. In exchange Great Britain obtained ——? The only items revealed by a microscopic scrutiny are that every one will be permitted to travel unmolested in the interior,—but in practice this privilege was enjoyed already, as would naturally be the case in any country ranking as civilised,—and that property may be leased in the interior for residential and commercial purposes; but this is a doubtful advantage, entailing, as it will, on merchants the expense of keeping up establishments in various cities for the same trade which has hitherto more economically centred in the open ports.

"But all this is merely the beginning of the trouble. As the date for the enforcement of the treaty draws near, and men have to make arrangements accordingly, they find themselves confronted with obstacles which could never have arisen had the negotiators exercised ordinary foresight. The ambiguity of the document is not the least of its defects. A careful consideration of what was *not* stipulated for, as well as of what was, shows that under the new treaty British subjects may not improbably lose their privilege of publishing newspapers and holding public meetings, in a word, their birthright of free speech, and that it is doubtful whether doctors and lawyers will be allowed to practice without a Japanese diploma. Even the period for which leases can be held was left so uncertain as to have become the subject of endless controversy, the condition of the sale and repurchase of leases in what had hitherto been the foreign "Concessions" were left uncertain; the right to employ labour and to start industries was left uncertain. With things in this state, with the great English steamship companies, the P. & O. and Canadian Pacific, probably prevented from carrying passengers between the ports, and with new duties of from thirty to forty per cent. levied precisely on those articles which are prime necessities to us, but not the Japanese, could any one imagine such terms ever being agreed to except as the result of a disastrous war? Some of the evils apprehended may not, after all, arise; but in any case no thanks will be due to Downing Street. Perhaps the authorities there consider that a state of things endurable by British communities in certain other foreign countries should be good enough for the British community in Japan. But surely there is a difference between acquiescing in conveniences of immemorial date, and running one's neck into a new noose.

"The British treaty once concluded, other countries followed suit, and by this time most of the treaties are revised. To some of the Powers the nature of the terms mattered little; for the preponderance of British commercial and residential interests has always been so great in Japan as almost to make it a case of 'Eclipse first, and the rest nowhere.' The United States—the only Power which might have been expected to stand out for better terms—was precluded from so doing, partly by her traditional policy of exceptional patronage of Japan, partly, as it would seem, by the fact of her Government, like that of Great Britain, having failed to appreciate in all its practical details, the position which affairs would assume when the old order should have been abrogated and the new set up in its stead. Meanwhile the China War took place, Japan's marvellous successes in which made resistance to any of her demands doubly difficult. Since its termination, there has been a perfect stampede of treaty-making.

"Diplomacy is not a game of chance. It is a game of skill, like chess, at which the better player always wins. From the point of view of a patriotic Japanese, the Japanese negotiators, from 1873 down to the present day, deserve the warmest encomiums, and though we ourselves are not Japanese, we cannot refrain from offering to Marqu's Ito, Viscount Aoki, and all others concerned on their side the frank expression of our sincere admiration. By playing a waiting game, by letting loose Japanese public opinion when convenient and then representing it as a much more potent factor than it actually is, by skilful management of the press, by most adroitly causing the chief seat of the negotiation to be shifted from Tokyo, where some of the local diplomats possessed an adequate knowledge of the subject, to the European foreign offices which possessed little or none, by talent, perseverance, patience, tact exercised year after year,—in a word by first-rate diplomacy, they gained a complete victory over their adversaries and at last revenged on the West the violence which it had committed in breaking open Japan a generation before.

"From the point of view of patriotic Englishmen, the residents in Japan (that is, the class which possesses the best knowledge of the case) almost unanimously regard the British Foreign Office with contempt, for having allowed itself to be so grossly misled and roundly beaten. But what avails that? It is a hundred years since Nelson noted the humiliating fact that 'England seldom gains anything by negotiation, except the being laughed at,' and still the Foreign Office slumbers and blunders on as in Nelson's day. Diplomacy is not our talent. We must continue to endure British ineptitude in counsel, as we endure war, pestilences, and American journalism.

"The date appointed for the new English treaty to come into force is 1899. A suggestion has, however, been made to the effect that some new difficulty, with consequent delay, may grow out of the uncertainty regarding the status of the self-governing British colonies under the terms of the document in question. From hints dropped in the native press, one might even gather that history was about to repeat itself, and that, as on previous occasions, Japan's feverish desire for the new departure may be replaced by equal eagerness to maintain the *status quo*. But should the plunge be made, British subjects will, by good luck, though not by the good management of their rulers, share, under the most favoured nation clause, in certain slight ameliorations stipulated for in the German and other subsequently concluded treaties."

KEY WEST.

U. S. SOUTHERN NAVAL STATION.

UNPREPARED FOR WAR.

In due course you are deposited at Key West, which is a place that is not calculated to impress at first view. It looks like a village in Norway dropped a few thousand miles down the map of the globe. There is scarcely a brick or stone building in the town. Low match-board houses, with timber balconies and verandahs, line the half dozen little streets. There are 20,000 people in the island, mostly dirty; 50 per cent. are negroes, another 25 per cent. Cubans, and the Spanish language in the streets rivals that variety of the English tongue which is spoken in the United States. Key West has got so far as a tramway, on which run—or more often stand still—cars hardly better that an ordinary London omnibus, drawn by depressed and fly blown mules. Also it has its newspaper, printed in English and Spanish, which engineers daily Cuban booms and wax scares with creditable energy. But otherwise Key West is too near the sun and the Latin races not to take things easily. There is hardly a shop-window in the place, and not a shop above the level of a village store; there is not a decent restaurant or place of entertainment, or a flagged side-walk, or a well-kept house; and there would not be a decent hotel if the company which is running Florida had not set up one to accomodate its clients on their trips from the east to the west coast and to Havana, when Havana again becomes a land of trippers.

Let us put off sloth and go forth to see Uncle Sam's war-preparation, observing, as you make your way to the water's edge, that somehow Key West seems singularly little disturbed by the great events hovering over it. You figure to yourself Portsmouth, Plymouth, Cherburg, Kiel, if piping times were over and fighting times had come, as Mr. Newbolt sing, and the national fleet was being equipped for war. You imagine the scene. Outside in the tideways you would discern the dim castellated forms of six or a dozen or twenty of the anchored leviathans. Inside, by the docks and wharves, cruiser and gunboats would be crowded with men swarming over them like bees, painting, provisioning, coaling, cleaning. Huge masses of stores would be piled upon the quays and throngs of labouring artificers and canvas-jacketed sailors passing in and out. The waters of the harbour would be alive with men of war boats and puffing steam launches; uniformed officers would meet you at every turn; and the air would resume with the creaking and clanking of the steam cranes, the whirring of windlasses, and the raucous shouting of orders and words of command. Possibly a scene of confusion; undoubtedly, one of immense bustle and life and movement. But if you expect that will be the way of it at Key West, you will be considerably disappointed.

Key West is not exactly Portsmouth, nor is the United States Navy as yet quite equal to that of Great Britain or France; and, moreover, the chief present warlike activity is to be found away up north, in the dock yards at Philadelphia and Brooklyn and Norfolk where every hammer is swinging to complete the repairs of the existing ships and get the new ones ready for sea in the fewest available weeks and months. With all this the aspect of things at this place is calculated to give the inquirer a shock of surprise. You find your way with difficulty to what are called by courtesy the docks. There are a few small sheds and store-houses; there is a red brick custom house building, neither large nor pretentious, which represents the majesty of the United States: and there are a few wharves which would do no credit to a fourth rate port on the east coast of England. H.M.S. *Cordelia*, with the white ensign fluttering in the breeze, lies alongside one; by another there is a large four-masted coasting schooner, busy discharging coal; at a third is a revenue cutter, and one of the smaller cruisers, at which some twenty men are working. A single steam launch is swinging in the basin; just one uniformed officer is to be observed walking up the street; and a small group of shipwright's labourers are handing about the doors of the storehouse. And positively that is all there is to be seen. You know that away at the Tortugas Islands, the four great battle ships of the White Squadron are lying; and seven miles off this shore the protected cruiser *New York*, Admiral Sicard's flagship, is at anchor; and up north, as I have said, you know, or at least believe, that men and machines are working desperately. But here at any rate, there is nothing at all feverish or frantic: and the scale of the preparations strikes the European observer who has seen something of "bloated armaments" on the other side, as most ludicrously small.

It is not the fault of the local authorities of Key West, or those in command of the White Squadron, or the present administrations of the Navy; all are doing what they can and what their resources and opportunities allow. There is no lack of activity, whenever there is room for it. As soon as the coal or the ammunition can be accumulated for a cruiser, she slips in here, takes her supply on board, and is out again to make room for another, and I have every reason to believe that the powder and the stores are coming down as fast as they can be got. But, thanks to the policy of Secretary Long's and Mr. Roosevelt's predecessors, and to the firm determination of many Congresses not to take the Navy seriously, the facilities for equipping a fleet in haste are absurdly inadequate. Here for instance, there are no docks, no workshops, no proper appliances for coaling. Yet this is the outpost towards the West Indies and South America; and it is the place which commands the Gulf of Mexico and the adjacent waters. If there is a battle at Havana and an American ship is crippled, this is the place where she should be docked and repaired; but there is no dock deep enough to float a battle-ship and not the means to replace a fractured plate. As for the stores and supplies, which Key West should now be transferring into the holds and magazines of the ships, Key West cannot get them because the country has not got them. Go into the United States store-house here—you can do so easily, for there is no sentry at the open gates, and anybody can prowl about this brick shed and see everything. That is not much. The place is almost empty. I noticed a few boxes of medical comforts, labelled for one battleship, a small stack of miscellaneous stores for another, a half dozen sacks for a third. Nobody was in the shed and nothing doing, because there is nothing to be done. There are willing hands on and off Key West, but they are idle till the stores can be accumulated, which apparently is not yet. I am told that even now the best equipped vessels of the fleet would shoot away all the powder and projectiles in their magazines in an hour's hard fighting. If all the factories of the country were set to work they would take six months to provide the fleet with a three months' supply. Of course, the Government can purchase abroad, but it takes time, and money. Nothing can be more extravagant than to have to buy war material from the wealthy and powerful monopolists, who manufacture it, in hot haste, and in the midst of war alarms, as American citizens will discover when the account for the expenditure of that fifty million grant is presented. The present condition of Key West is the most striking commentary on the claim of the United States to rank among the great naval powers. They are a long way from that position. One of the results of the present crisis, whether it ends in war or pass away with a scare, may be to put them a good deal nearer to it. At last the country is beginning to take its navy seriously, and we need not count upon it that the next real alarm of war will find the United States so utterly unprepared for effective hostilities as it was a fortnight ago. From an article by Sidney Low in *St. James Budget*.

GERMANY'S OVER-SEA INTERESTS.

It is not possible to state in figures the exact amount of German capital invested in foreign securities or foreign enterprises, but there is no doubt that these investments have considerably increased of late years, and are reckoned by thousands of marks. It was, indeed, the consideration of all this capital invested in funds and commercial or industrial undertakings beyond sea that gave such a zest to the recent debates in the Reichstag on the Navy Bill, and which largely contributed to its acceptance. The capital invested outside of the Empire may be classed in two groups, viz., that which has been laid out in foreign securities, and that which is operating in a direct manner in commercial or industrial enterprises abroad. The amount of money invested by Germans in securities belonging to the first group (foreign State funds, railway stock, etc) between the years 1882 and 1892 is estimated by Schmoller at about five milliards of marks, and this, added to about the same amount of such securities held in Germany previous to the year 1882, brings the total up to about ten milliards. On the three Exchanges of Berlin, Hamburg, and Frankfort-on-the-Main there are 210 foreign stocks quoted—some from over-sea countries, and some from the Balkan countries, Spain, and Portugal. The interest and dividends accruing to the German holders from these investments are estimated by Schmoller at 500,000,000 marks annually.

Respecting the second category of German over-sea investments, very precise and hitherto unavailable information is contained in a memorial accompanying the above-mentioned Navy Bill when it was laid before the Reichstag. It is difficult to point to a spot of any importance at all on the face of the globe where resident Germans are not to be found, many of whom may be said to be representatives of German interests: merchants, agents, colonists, manufacturers. It is not merely in German colonies that German merchants and industrials are to be found, but also in such places as Konakra over against Senegambia, on the Gold Coast near Accra, on the Slave Coast, at Lagos, at Porto Seguro (Brazil), Zanzibar, Mozambique Samoa, Sumatra, Tahiti, etc., etc. The plantations owned by Germans abroad, too, have of late years considerably increased in importance; for instance, in Central America, the West Indies, and in the Southern Gold Coast territories. In Guatemala, Venezuela, Honduras, and Mexico also, as well as many important Islands, such as San Domingo, Cuba, Porto Rico, Trinidad, etc., German industrials and German capital for the winning of tropical produce are largely and constantly increasing. All over South and Central America the Germans have important trading settlements, with extensive depots of merchandise, often representing many millions of marks. Great business houses, too, are dotted all over Africa, and in the Far East from Vladivostock down to Singapore, as well as in the Islands of the Pacific.

One of the most important aids to the development of maritime trade with foreign parts is the establishment of banking houses abroad, and numerous banks have been set up by the Germans in over-sea countries. Among these are the Brazilian Bank for Germany, with a share capital of 10,000,000 marks, at Rio Janeiro, Sao Paulo and Santos; the German Over-sea Bank with a share capital of 20,000,000 marks, at Buenos Ayres and Valparaiso; the German-Asiatic Bank, with a share capital of 15,000,000 marks, at Shanghai, Tientsin, and Calcutta; and the Bank for Chili and Germany, with a share capital of 10,000,000 marks, at Valparaiso. These banks not only facilitate commercial traffic between the Fatherland and the countries in which they are situated, but are also the means through which investments of German capital may be made in over-sea lands, while German merchants abroad not only deal through them with their own country, but also with other countries as well.

On the other hand the last few years have seen a steady growth of investments of German capital in industrial undertakings beyond sea. Take for example the building of the Kench-Asiouan Railway, with a share capital of £100,000 sterling, and £360,000 sterling of obligations. Then, again, a large proportion of the share capital (11,000,000 gulden) and the obligations (63,000,000 gulden) of the Dutch South African Spur-line Company is held in Germany. The German capital invested in North American railways is estimated at $100,000,000, and Germany is also heavily interested in the share capital of 62,000,000 marks and loan of 22,450,000 marks of the Oeste de Minas Railway (Brazil). Further, a large proportion of the capital of 36,720,000 marks, the loan of 3,060,000 marks, and two series (each of 65,280,000 marks) of obligations of the Anatolian Railway, is held in Germany. Through the Bank for Oriental Railways, at Zurich, Germany is likewise largely interested in the Turkish (so-called Hirsch) Railway system: the share capital is 50,000,000 francs, and the obligations also amount to 50,000,000 francs, and about the half is held in Germany. Most of the capital (20,000,000 francs) of the Salonica-Monastir Railway is also German, as well as the whole of the capital (between 50,000,000 and 60,000,000) of the Great Railway of Venezuela.

It is further shown in the memorial of the German Admiralty above alluded to, that, besides what is stated in the foregoing lines, Germans have been paying more and more attention to the establishment of factories in the different countries of the American continent; numerous breweries, hat factories, paper mills, tanneries, soap works, candle factories, spinning and weaving mills, iron foundries, machine factories, dynamite factories, etc, have been founded by German capital and to a great extent built with German materials. In the Chilian saltpetre mines and the Chilian and Peruvian metal mines, as well as the mines in South Africa, a good amount of the capital invested is also of German origin. The memorial further gives particulars of the extent to which German capital is *directly* invested in various countries. In Guatemala, for instance, the German capital engaged in active operations is estimated at 140,000,000 marks, of which amount 70,000,000 marks are invested in plantations; in Mexico, more than 283,500,000 dollars; in Venezuela, 200,000,000 marks; in Brazil, not less than 600,000,000 marks, mostly in land and industrial pursuits; in Chili, 100,000,000 marks, 28,000,000 of which are in the saltpetre mines; and in Africa, about 100,000,000 marks; thus amounting, only for the few countries mentioned, to nearly 1½ milliards of marks. Altogether it must be said that these investments, both direct and indirect, make Germany's over-sea interests very tangible and very important.—*Fairplay*.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

PRACTICAL CHRISTIANITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Once upon a time a Brittany fishing boat was swamped in a gale. The sailors promptly went on their knees and began praying to St. Peter, St. Paul, St. Mary and St. Anne and all the other saints in the calendar.

"A prayer for St Peter,
A prayer for St. Paul,
A prayer for St. Jeremy,
A prayer for them all."

The skipper was a rough sort with a head on his shoulders and heels on his feet. He went round "booting" the sailors and said "——all your saints, turn to St. Pump you lubbers."

In reference to the touching eulogies passed on the devoted sisters Frances and Gertrude, who lost their lives in the course of their duties, I have nothing whatever to say against the sympathetic words of the reverend gentlemen who have been preaching sermons, but I would like to preach a sermon of more practical utility and my text would be—

LESS JOSS AND MORE JEYE'S.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.83	29.74
Thermometer	83	84
Humidity	76	71
Rainfall		

TO-DAY.

Tuesday, 10th May, 1898.

Chinese—*20th of 1st. 3rd moon of 34th year of Kwong-su.*
Jewish—*18th Ylar, 5658.*
Mohammedan—*18th Dulhaggia, 1315.*
Sun—*Rises* *5hr. 31min.*
Sets *6hr. 29min.*
High water—*Morning* *0hr. 58min. and 11hr. 6min.*
Low water—*Morning* *4hr. 18min.*
Afternoon *6hr. 52min.*

ANNIVERSARIES.

1774—Louis XV. died.
1853—H.M.S. *Rattler* destroyed a piratical fleet near Hongkong.
1857—The Indian Mutiny broke out at Meerut and Delhi.
1864—Capture of Chang-Chow by Col. Gordon and "The Ever Victorious Army."
1865—Jefferson Davis captured in Georgia.
1876—Great typhoon in Formosa; 4 ships lost.
1885—Occupation of Port Hamilton by the British fleet.
1894—Hongkong declared infected with Bubonic Plague.

TO-MORROW.

Wednesday, 11th May, 1898.

Chinese—*21st of 1st. 3rd moon of 34th year of Kwong-su.*
Fête of the Goddess of the Blind.
Jewish—*19th Ylar, 5658.*
Mohammedan—*19th Dulhaggia, 1315.*
Sun—*Rises* *5hr. 31min.*
Sets *6hr. 30min.*
High water—*Morning* *0hr. 6min. and 11hr. 37min.*
Low water—*Morning* *4hr. 50min.*
Afternoon *7hr. 31min.*

ANNIVERSARIES.

1843—Wang-An-tung and Hienling visited Hongkong.
1864—Armed attack on the offices of Messrs. Holliday, Wise & Co.
1866—"Black Friday"; extensive Bank failures etc. in England.
1878—Attempted assassination of the German Emperor.
1880—The Duke of Genoa arrived in Hongkong.
1889—Death of Father Damien.
1891—Attempted assassination of the Czarewitch in Japan
1894—Collision between the *Mike Maru* and *Monmouthshire* near the Tungsha lightship.
1897—The Powers proposed mediation between Turkey and Greece.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (*Peru*) to-morrow.
Indian (*Sutsang*) to-morrow.
Canadian (*Empress of Japan*) 12th inst.
Australian (*Airlie*) 13th inst.
English (*Parramatta*) 13th inst.
Tacoma (*Olympia*) 14th inst.
American (*Astec*) 18th inst.
Australian (*Tsinan*) 19th inst.
American (*City of Rio de Janeiro*) 28th inst.

* * *

THE silk *ex* steamship *Empress of China* was delivered in New York on the 7th inst.

* * *

THE N. P. S. S. Co.'s steamer *Mogul* arrived at Portland from Japan and Hongkong on the 6th inst.

* * *

THE P. M. S. S. Co.'s steamer *Astec* with mails, etc., from San Francisco to the 15th ultc. arrived at Yokohama yesterday, the 9th inst.

* * *

THE China Navigation Co.'s steamer *Tsinan* from Australian ports, left Port Darwin for this port to-day, the 10th, and may be expected here on or about the 19th inst.

* * *

THE Lancaster Shipowners Co.'s steamer *Egremont Castle* from Hamburg, Middlesboro and Antwerp, arrived at Singapore on Sunday, the 8th, and may be expected to arrive here on or about the 16th inst.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan*, arrived at Shanghai at 3.30 a.m. to-day, the 10th, and will leave at noon for this port, where she is expected to arrive at 1 p.m. on Thursday, the 12th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Holstein	at	Kowloon Dock	
Sikhan	"	"	"
Nord	"	"	"
Coptic	"	Cosmopolitan	"

PASSED THE CANAL.

OUTWARD—*Wennington Hall*, 15th March—*Bullmouth*, *Adria*, 18; *Nadjad Nyanza*, *Teviotdale*, 22; *Chingwo*, *Tantalus Trenham*, 25; *Benlawers*, *Flintshire*, *Morven*, *Siam*, 29; *Niobe*, *Otterspool*, 1st April—*Marquis Bacquehem*, *Myrmidon*, 5; *Glenesk*, *Kretmhild*, *Armanta*, *Indrant*, *Kilburn*, *Undaunted*, 12; *Java*, *Nestor*, *Yarra*, *Egremont*, *Castle*, *Fallodon Hall*, 15; *Breconshire*, *Agamemnon*, *Kaisow*, *Yarra*, *Arisona*, *Cyprus*, 19; *Maria Valeria*, *Oak Branch*, 22; *Sydney*, *Vindobona*, *Labuan*, 26.

HOMEWARD—*Pingsuey*, *Diomed*, 29th March *Amphitrite*, April 1; *Natal* 5; *Haruka*, *Lyderhorn*, 12; *Erato*, *Crefeld*, *Polyphemus*, 15; *Orwell*, 19; *Bayern*, *Japan*, *Oceanian*, 22.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Marasmus* and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful Read the following:—"I have tried 'Scott's Emulsion' in case of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.R.C.S., &c., 43, Grange Road, Bermondsey, S. E. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong. —[*Advt.*

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Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
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Hayashi Clock Factory.

Hongkong, 12th December 1896 [45

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Hongkong, October 1895. [46

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Hongkong, 22nd March 1898. [42

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Hongkong, 22nd April, 1893. [490

NOTICE.

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NOTICE.

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Hongkong, 18th January, 1898. [135

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Hongkong, 30th November, 1897. [178

Intimations.

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STEAMERS.	DESTINATIONS.	SAILING DATES.
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SAGAMI MARU T. Murai	VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN.....	FRIDAY, 13th May, at 4 P.M.
MATSUYAMA MARU J. Nitel	SINGAPORE (Transhipping Cargo for JAVA PORTS), COLOMBO and BOMBAY	TUESDAY, 17th May, at Noon.
KINSHIU MARU..... F. J. Brown	SEATTLE, WASH., VIA KOBE and YOKOHAMA	THURSDAY, 19th May, at 4 P.M.
KANAGAWA MARU J. MacKenzie.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID	MONDAY, 23rd May, at 4 P.M.
OMI MARU..... C. Young.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 27th May, at 4 P.M.

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A. S. MIHARA,
Manager.

Hongkong, 9th May, 1898 [6

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BEWARE OF SPORIOUS IMITATIONS! [34

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NOTICE TO CONSIGNEES.

S.S. "PREUSSEN,"

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 9th, and THURSDAY, the 12th instant, at 9.30 A.M.

All claims must reach us before the 20th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.

Hongkong, 4th May, 1898. [1-w 571

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, SOUTHAMPTON AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 15th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 9th May, 1898. [3-1 607



WATERING APPARATUS

Non-Freezing & Ordinary Hydrants and Street Washers.
Garden Watering Boxes and Apparatus.
Gun-Metal, Copper, and Cast-Iron Cocks and Valves.

E. CUESNIER, E.C.P.,
Engineer and Cock Manfr.,
(Successor of ACHILLE CADET)
27, *Rue des Taillandiers*,
PARIS.

Hydropathic and Plunge Apparatus supplied to the Vichy Co.
Vapour Baths (Berthe system).

Apply to—
DODWELL, CARLILL & Co., agents for M. OPPENHEIMER & Co., PARIS.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly-popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPON, No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited. Hongkong, China and Manila. [96



KANANGA OF JAPAN
(REGISTERED)
RIGAUD and Cº
PARIS

Kananga Water the most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragance and feeling of comfort and freshness.

New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IXORA D'AFRIQUE EXTRACT
RIGAUD'S LILY of the VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chamelis EXTRACT
8, RUE VIVIENNE, 8, PARIS

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 11th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 10th May, 1898. [608

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHI, ADEN, SUEZ, PORT SAID, VENICE, FIUME, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS).

THE Company's Steamship

"TRIESTE,"

Captain A. G'itis, will be despatched as above on FRIDAY, the 13th instant, P.M.

Silk and Valuables are transhipped at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 7th May, 1898. [604

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched as above on SATURDAY, the 14th instant, at 3 P.M.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th May, 1898. [578

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND COPENHAGEN.

THE Company's Steamship

"SIAM,"

Captain C. Cold, will be despatched as above on or about the 14th May.

For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 26th April, 1898. [541

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched as above on WEDNESDAY, the 18th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and *vice versa*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th May, 1898 [609

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN MARGARET,"

will be despatched as above on or about the 25th May, 1898.

To be followed by
S.S. "ST. NINIAN," on or about 15th June, 1898.
S.S. "CRAIGFARN," on or about 30th June, 1898.

For Freight, &c., apply to
SHEWAN, TOMES & Co.
Agents.

Hongkong, 20th April, 1898. [485

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA,"

will be despatched as above on or about the 25th instant.

S.S. "AFRIDI" about 20th June, 1898.
S.S. "PATHAN"..... " 15th July, 1898.
S.S. "MACDUFF"..... " 31st July, 1898.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 4th May, 1898. [353

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK,"

W. L. Forster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 7th March, 1898. [352

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE,"

Lever, Master, Shortly expected here, will load for the above port and will have quick despatched.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th March, 1898. [474

£100,000,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for, to claim property and money since 1700. Price 1s. 6d., post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 62, Strand, London, Eng. Est. 1844. A fortune may await you. Wills searched for. [1684

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Victoria	3,187	J. Truebridge ...	May 11.
Olympia	2,608	T. H. Dobson ...	May 21.
Arizona	5,164	J. Panton, R.N.R.	June 14.
Tacoma...	2,549	A. Dixon	July 2.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar	3,601	E. Porter	June 4.
Mogul ...	3,654	W. H. Wright ...	June 18.
Columbia	2,605	A. Gow.....	July 9.
Braemar	3,601	E. Porter	Aug. 13.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £18.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 10th May, 1898. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL,"

Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Supt.

Hongkong, 2nd May, 1898. [5

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen	Wednesday	25th May.
Sachsen	Wednesday	22nd June.
Bayern	Wednesday	20th July.
Prinz Heinrich ...	Wednesday	17th Aug.
Darmstadt	Wednesday	14th Sept.
Preussen	Wednesday	12th Oct.
Sachsen	Wednesday	9th Nov.
Bayern	Wednesday	7th Dec.
Prinz Heinrich ...	Wednesday	4th Jan. '99.

ON WEDNESDAY, the 25th day of May, 1898, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Helatze, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 24th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and 2 Stewardess.

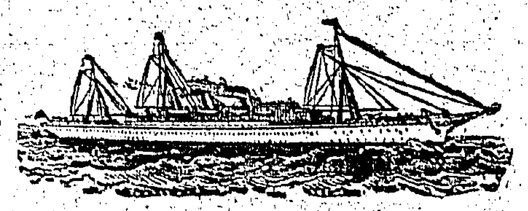
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 27th April, 1898. [575

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.  1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 18th May, 1898.
EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R.....WEDNESDAY, 8th June, 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 29th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 28th April, 1898. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 28th May, at Daylight.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th June, at Noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 26th July, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 28th May, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th May, 1898. [3

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong 14th May, 1898. [59

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 19th May, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th June, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 16th July, at Noon.

THE U. S. Mail Steamship

"PERU,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th May, at Noon, calling States, and Passengers and Freight for Japan, the United Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central,

J. S. VAN BUREN, Agent.

Hongkong, 7th May, 1898. [5

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches—awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
Nos. 34 & 36, Queen's Road Central. [40

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